

Wm. G. Irwin & Co.

—LIMITED—

Offer for Sale:

REFINED SUGARS.

Cube and Granulated.

PARAFFINE PAINT CO.'S

Paints, Compounds and Building Papers.

PAINT OILS.

Lincol-Raw and Boiled. Linseed—Raw and Boiled.

INDURINE.

Water-proof cold-water Paint, inside and outside, in white and colors.

FERTILIZERS

Alex. Cross & Sons' high-grade Scotch fertilizers, adapted for sugar cane and coffee. N. Ohlandt & Co.'s chemical Fertilizers and finely ground Bonemeal.

STEAM PIPE COVERING.

Reed's patent elastic sectional pipe Covering.

FILTER, PRESS CLOTHS,

Linen and Jute.

CEMENT, LIME & BRICKS

Agents For

WESTERN SUGAR REFINING CO., San Francisco, Cal.

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn., U. S. A.

NEWELL UNIVERSAL MILL CO., (Manuf. "National Cane Shredder") New York, U. S. A.

OHLANDT & CO., San Francisco, Cal.

RISDON IRON AND LOCOMOTIVE WORKS, San Francisco, Cal.

Palolo Land and Improvement Co., Ltd.

ROOM 8, MODEL BLOCK, FORT ST

Office Hours—10 to 12 A. M.

A. F. COOKE MANAGER

Offers for Sale or Lease

1. TRACTS of 25 to 100 ACRES of land in Palolo Valley for building, farming or stock raising.

2. BLOCKS of 16 BUILDING LOTS each 15000 square feet with streets all laid and lots cleared.

3. SINGLE BUILDING LOTS in the valley or on the hill sides, 75x200 and 100x150.

4. 5 AND 10 ACRE Lots of CLAY SOILS suitable for making bricks, sewer pipe, flower pots, fire clay, etc.

5. 500,000 TONS SHIP BALLAST ROCKS in quantities to suit, for sale in the quarry or delivered in town.

6. ROCK QUARRIES of building stone for sale or lease. A good opportunity for contractors and new building firms to work or own their own quarry.

7. Land suitable for SMALL FARMING, CHICKEN RANCHES, MOUNTAIN HOMES, Etc., for sale or lease.

8. ROAD METAL, CRUSHED ROCK for concrete work for sale in quantities to suit, by the yard or 100,000 yards. Special rates for large quantities.

9. OPPORTUNITIES for contractors to put up 30 to 40 cottages for rental and for a bus line to run as soon as buildings are rented.

10. BEAUTIFUL SUBURBAN PROPERTY and sites for hotel purposes, three to four miles of the Post-office, for sale or lease on favorable terms.

ALONG THE WATER FRONT.

Plan to Cheaply Convert the Eleu into Fire Tug.

THE LONG TRIP OF THE WILLSCOTT.

WILD ADVENTURES OF A SKIPPER WHO TRIED TO RIDE A BIKE.

A Good Deal of Dredging Needed—About the Strange Disappearance of the William Carson—Notes.

"The idea of making a fire boat of the Eleu is undoubtedly a good one," said a well-posted engineer yesterday. "She is admirably arranged to be fixed over into a first-class vessel, with very little expense. In the after part of the Eleu below deck, is a great deal of room, which might easily be utilized for two small or one large duplex pump. This room, which is now used as living space, would much better serve the purpose of a pump room. The connections with the boiler could be easily made from this room, and if the boat was turned into a fire boat there would be no need of living space aboard. At the place where she ties up a small station could be built to accommodate the crew on the wharf.

"To properly conduct the Eleu as a fire boat when she is converted, she should be turned over to the fire department and classed as an engine and hose company would be. It seems strange to me that the underwriters have not already taken hold of the idea of protecting the shipping of Honolulu from fire. The importance of good facilities for fire fighting cannot be over-estimated. See to what good purpose the Ironquois helped on the day of the big Chinatown fire. Had it not been for the assistance of her powerful pumps the damage to the shipping at the uptown wharfs would have been very great. Then too, a fire tug is always useful where there is a blaze near the water front. It is not long ago that a terrible fire in San Francisco was averted by the aid rendered by the fire boat Governor Irwin, which supplied six strong streams of water to the fire department's water tower about two blocks up town.

"In case of fire here among the shipping the government has no protection to offer or aid to give other than the fire department pump at present on the Eleu. Honolulu's fire department is one of the finest for its size in the world, but with all the care that has been taken to protect the city, nothing has been done for the harbor. The expenditure of a large sum of money to transform the Eleu into a first-class fire boat is not necessary. Not more than \$7500 would be required for the purpose. For that money pumps sufficient to supply six powerful streams and a monitor with water could be furnished.

"The monitor is on the plan of the water towers, which have come into such general use in the states of the late years. It is arranged on a mast on the fire boats and is for use in case of the fire getting to the rigging of the ship, or where the fire gets so hot that it has to be fought at a distance. The wharfs here and buildings on them are all of wood and very inflammable. Say for instance, a fire had started in naval row during the sugar season when the ships were so closely bunched that a person could almost jump from one to the other. What chance did they have of being saved in case of a general conflagration? A fire tug is now a necessity and should be forthcoming. It is not at all doubtful that the insurance companies would respond to an effort to furnish one. Where they are so careful of the ships carrying sugar that they, because of the insurance, will not let them when loaded to leave the harbor even in tow of a tug without a pilot, they certainly must see the great danger of leaving the shipping unprotected from fire.

"The lesson of the recent terrible conflagration in New York should be taken to heart here as a warning of what might happen in Honolulu harbor."

BICYCLE ADVENTURE.

Captain Wallace of the American bark Sea King has been trying to learn to navigate ashore on a bicycle and has found that a ship at sea in a howling gale is like rolling off a log as compared to controlling the actions of a meek and lowly "safety" for the first time.

The other day Captain Wallace borrowed a wheel from one of the boss steredores employed in discharging his vessel. He wanted to ride badly. After borrowing it his courage diminished slightly and he did not seem so very anxious to mount. The bike was leaning up against a mooring bit on the wharf. Captain Wallace set down on a pile of iron near by and eyed it closely. The bike didn't move. It looked harmless. Wallace went up alongside of it and took hold of the handlebars. He looked around to see if anyone was looking. Then he went and set down again.

He had read some place that riding a bicycle was next to flying—the greatest of delights. He had never flown. The idea was nice, but Wallace had none of the attributes of a bird and he knew it. The excitement of anticipation was beginning to get the better of his cautiousness and going boldly to the bike he seized it and sneaked off to the protecting shade of a neighboring lumber pile where no one could see him.

That was the last seen of Wallace until a native working on top of a lumber pile was seen to throw up his arms and dodge. A bicycle flew past him. The strange sight caused many people to "rubber." Wallace climbed up the wood pile and recovered the bike. He had become separated from it at the first attempt to mount it. When he got the machine to terra firma again he got it squared away and straddled it. He started off at full speed and the bike made a swoop to port, narrowly missing a telegraph post. Without any warning the bike then went off on the starboard track and finally came about and started for the Esplanade. It carried around a corner and between two hacks, making for the Kinau. Captain Wallace's hair stood on end but he just squeezed through. It was becoming interesting for the captain and a large crowd of onlookers, who from the unusual and daring manner in which the captain and the wheel circled about

TIDES, SUN AND MOON.

Day	Time	High Tide	Low Tide	Sun	Moon
Mon. 13	5.15	1.4	5.15	1.4	5.15
Tue. 14	5.25	1.5	5.25	1.5	5.25
Wed. 15	5.35	1.6	5.35	1.6	5.35
Thur. 16	5.45	1.7	5.45	1.7	5.45
Fri. 17	5.55	1.8	5.55	1.8	5.55
Sat. 18	6.05	1.9	6.05	1.9	6.05
Sun. 19	6.15	2.0	6.15	2.0	6.15
Mon. 20	6.25	2.1	6.25	2.1	6.25

Last quarter of the moon on the 17th at 1:36 a. m.

MOVEMENTS OF STEAMERS.

Steamers due and to sail today and for the next six days are as follows:

From	Due
City of Peking—S. F.	Aug. 28
Gaelic—S. F.	Aug. 28
Australia—S. F.	Aug. 29
Hongkong Maru—S. F.	Sept. 3
DEPART.	
Mariposa—S. F.	Aug. 17
China—S. F.	Aug. 21
Doric—S. F.	Aug. 28
Warrimoo—Victoria	Aug. 29
Australia—S. F.	Sept. 4

DIAMOND HEAD August 16.—Weather cloudy, wind high Northeast.

thought some trick rider had come to town. There was a look of anxiety on the skipper's face as he swooped past a truck full of lumber. The onlookers began to see that something serious was going to happen in a moment and sought places of vantage and safety on neighboring piles of freight and near by lumber piles. A Japanese vender of cold drinks was leisurely trudging up the street, trundling his push cart in front of him, all oblivious of any impending calamity. He heard a wild whoop and then felt a jar. Captain Wallace and his bike had struck the Japanese cart on the port quarter, badly throwing it in, throwing it over on its beam ends. For the second and last time the captain and bicycle parted company.

When Wallace regained his feet he looked for the bike. As a whole, it was not around. It had been distributed over a considerable area. Quickly sizing up the situation, Captain Wallace got a large sack and began collecting a miscellaneous assortment of junk, which was taken to a bicycle repair shop and deposited on the floor. Captain Wallace made the remark that when the work was done it the bicycle and bill for repairs were presented to him at the ship and no questions asked the bill would be settled. Wallace then went and subsidized a hack at card rates to convey him around town for the remainder of his stay in port.

ABOUT THE CARSON.

As the days go on and nothing is seen or heard of the hulk of William Carson the mysterious disappearance is causing some little comment. Yesterday a search was made for the anchors and chain of the Wilder Steamship company which were used to moor the wreck. William Tyrrell, the diver, made an examination of the bottom of the ocean where the hulk had been and found all the anchors and chains in place. The hulk was nowhere to be found. Coal was distributed in large quantities near where the hulk was moored, but not a trace of the wreck could be found. Tyrrell went down to a distance of about fifteen fathoms. He says that the current is so strong that the coral mud is kept constantly in circulation, which makes it impossible to see any great distance. Buoys were attached to the anchors and they will be brought up as soon as the company has a steamer available to go after them.

A peculiar thing about the disappearance of the Carson's hulk is that the bowsprit, which was the only part of the vessel left, looks as if it were on the Esplanade as if it had been carefully removed from its fastening. There is no mark on it to show that it worked itself loose and it would seem that some powerful agent like giant powder or dynamite had helped the Carson to start away from her mooring ground.

DREDGING NECESSARY.

There will have to be considerable dredging done at the Oceanic wharf before the big new steamers can dock there. This was made apparent by the great amount of mud stirred up by the Alameda Wednesday in docking. The new vessels will draw a great deal more water than the Alameda and Mariposa and consequently would be greatly hampered in getting alongside the wharf except at high tide. Off the end of the railroad wharf there is a bank of mud which has caused the ship-masters much worry. The dredger has not been at work on this part of the harbor for some time and it is necessary that a good deal of work should be done there very soon.

At the Pacific Mail wharf there is also a need of dredging and there is not a large steamer that rounds the light-house that does not stir up the mud just off the little island, which has grown very fast of late.

WILLSCOTT'S TRIP.

SAN FRANCISCO, Aug. 8.—The bar pilots who for several weeks have been relating their thrilling experiences with "whales that swallowed kedge anchors and other choice morsels of marine hardware, have a rival in the person of Captain Peabody of the Hawaiian bark Willscott.

This time sharks hold the boards and Captain Peabody went the pilots one better by capturing one of the subjects of the story and branding him with the name of the vessel.

The Willscott arrived here last night after a voyage of 155 days from Newcastle, Eng., with a general cargo. In a typewritten report, in which he quotes from the "Ancient Mariner," Captain Peabody says: "Sailed March 10, crossed the equator longitude 30 west, on April 6, having experienced very light winds and fine weather in the North Atlantic; passed Cape Horn on May 16; light variable winds and fine weather in the South Atlantic. Crossed the equator 30 south in longitude 80 west, sixteen days from 50 south in the Atlantic, never before having experienced such light winds and fine weather in this usually stormy region. Crossed the equator in the Pacific June 29, longitude 115 west; had very pleasant weather in the South Pacific and light variable winds, although from 50 south to 20 south we experienced very heavy seas

from S. W. to W. N. W. In the North Pacific we have had the same, trying to one's patience; light winds, with intervening calm. None of us have ever experienced such a monotonous succession of light winds and calms as we have had the whole of this passage, and at times we were almost led to believe that we were destined to wind up our nautical career after the ancient mariner, so repeatedly.

Down dropt breeze, the sails dropt down;

"Twas sad as sad could be; And we did speak, only to break The silence of the sea.

Day after day, day after day, We stuck, nor breath nor motion, As idle as a painted ship Upon a painted ocean.

From poetry Captain Peabody drifts to the story of the sharks. Here is the way he tells it:

"On July 11th, in lat. 12 north, long. 117 west, we caught several sharks. One of them, which measured about 9 feet in length and weighed fully 250 pounds, we branded with the ship's name and turned loose again, but, although he was subjected to some rather rough treatment while being dragged on board, and had a capstan bar shoved down his throat to keep him quiet while undergoing the process of branding, swam off in a very leisurely manner, but no doubt some- what disgusted, when he thrown overboard again. Within an hour the same shark was again under the stern, smelling with evident delight the lump of pork with which the huge hook was baited; but, in spite of the assurances of safety and the many blandishments heaped upon him by some half dozen pilot fish, that were again in attendance, he could not be induced to bite; we presume his mouth was too sore, as it was badly torn by the hook in his violent struggles to escape when first hooked. The ocean about here was also thickly swarmed with fine turtle, and a small schooner could easily have been loaded with them."

The pilots are now looking for a story that will rival the latest brought to port by the master of the Willscott. Captain Peabody was in command of the ship New York when she went ashore at Pigeon Point two years ago. About that time the Willscott put into this port dismantled while bound up the coast. She was sold to John Rosenfeld Sons Company, and after being repaired, was given a Hawaiian registry.

ARRIVED. Thursday, August 16. Stmr Waialeale, Green, from Koloa. Stmr Noeau, Wyman, from Kukulhaele; 4,608 bags sugar.

DEPARTED. Stmr Waialeale, Green, for Koloa.

TO SAIL TODAY. Gas schr Surprise, Townsend, for Lahaina, Kihel, Makana and Kona ports at 5 p. m.

PASSENGERS ARRIVED. From Kukulhaele, per stmr Noeau, Aug. 16.—L. E. Shulster and 15 on deck.

From Koloa, per stmr Waialeale, Aug. 16.—Mrs. W. F. Johnstone, R. S. Johnstone, Capt. C. J. Campbell, Thos. M. E. Miller, Lindsay May, J. K. Burnett and wife L. Conrad and 9 on deck.

Boastful Philadelphia. Here was set up the first American printing press in 1685. Here in 1690 the first paper mill in our country was built.

Here in 1731 was founded the first public library. Here in 1735 was erected the first type foundry of our country.

Here in 1741 Philadelphia published the first magazine on this side. Here in 1743 the Quaker city took the initiative in abolishing slavery.

Here in 1746 sprang up the first medical college in our native land.

Great Removal Sale of Fine Millinery

—OUR ENTIRE STOCK OF—
New Goods of the Latest Styles,
Must be sold by Sept. 1st.
Prices Positively Below Cost.

Come early and secure the best assortment.

MRS. A. V. NAPTHALY,
Love Building.

Fort Street.

BY THE BARKS "J. C. PFLUGER" AND "M. E. WATSON."

We Have Received a Large Assortment of

Morton's and

Grosse & Blackwell

GROCERIES.

BICARBONATE OF SODA, WASH SODA, CAUSTIC SODA.

PAINTS and OILS

CORRUGATED IRON, RIDGING, Etc., CEMENT and FIREBRICKS, CARBOLINIUM, STOCKHOLM TAR, BUCKETS, TUBS, TINPLATES, SAUCEPANS, TEAKETTLES, Etc

H. HACKFELD & Co., LTD.

Furniture at San Francisco Prices

No More Duty! No Entry Charges! No Consul Fees! Therefore we will give our customers the benefit.

SHIPPING NOTES.

The schooner Surprise leaves today for Korea and Kau at 5 p. m.

Some very heavy rollers were landed from the Andrew Welch yesterday.

The dredger used at the navy docks is on the marine railway.

The schooner Maweeema sails early this morning for the sound in ballast.

The barkentine Newsboy came off the marine railway yesterday. She will sail today.

The steamer Maui will go alongside the Emily F. Whitney today to take some heavy machinery aboard.

The schooner W. H. Talbot shipped from the navy dock to the Kinau wharf yesterday. She will go into the stream today to prepare for sea.

The Waialeale from Koloa yesterday reports the following sugar left on the Garden Isle: K. S. M., 4,000; K. P., 2,000, and M. S. Co., 3,200. Total of 15,200 bags.

Messrs. Hancock and Parker, the scenic artists of the tug Fearless, were at work all day yesterday with paint and brushes. The vessel is now in her usual trim. Captain Brokaw has all vessels taken great pride in his vessels and keeps them looking very spic and span.

The German ship Republic was to have docked in the navy slip in the place where the Talbot discharged, but as soon as the schooner left the pile driver, which has been waiting to do some work, shipped into the berth and so the big ship had to tie up to the Pacific Mail wharf.

During the recent strike at Papaloa Captain Parker and some of the men of the steamer Maui went to the aid of the white men on the plantation when a serious outbreak was imminent. The danger passed, however, and Parker and crew returned to the steamer. When she left everything was quiet and the laborers were returning to work.

PASSENGERS BOOKED. Per S. S. Mariposa, for San Francisco, August 17.—Miss Grace Patterson, Mrs. James Hanover, Mrs. J. W. Evans, Mrs. M. Heynemann, Frank Hustace and wife, Miss L. Ward, Mr. W. E. Foster, Mr. Jaeger, Miss I. Jaeger, Allen Jaeger, G. A. Marshall, F. Thompson, Mrs. M. W. Bachus, H. B. G. Thomas, H. W. Thomas, C. D. Vincent, C. A. Graham, Oscar C. Sewall, Captain W. D. Burnham, D. B. Dearborn, Jr., H. K. Selby, J. J. Bennett, Mrs. Mary Bennett, Mr. C. A. Graham, Dr. W. C. Stubbs and wife, W. A. Sumner, W. Schlenker, Lieutenant C. S. Williams, George C. Sweet, Mr. Walby, W. H. Gregory, Charles W. Gray, John Slingerland, E. J. Collins and wife, A. T. Large, C. G. Ellison, H. J. Thomas, A. de Souza, J. Carroll, Jose S. Manil, H. B. Beecher, J. W. Bowman, John Wincke, J. C. Humphrey, Henry Wison, Miss May Nichols, E. W. Tyfield and wife.

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No More Duty! No Entry Charges! No Consul Fees! Therefore we will give our customers the benefit.

150 Double bedsteads, with mattress and pillows complete, \$8.
100 best quality high beds, \$7.
50 White Enamelled iron beds, \$6 up.
Saves all sizes \$2.50 up.
500 Pillows, from 25c up; feather pillows 75c.
Wheeler & Wilson Sewing Machine, Slightly used \$12.00.
Books lent to read, 5 cents per volume.

L. S. MATHEWS & SON,
Between Fort and Nuuanu streets.

No. 26 Eoretania streets

Bedroom sets, 7 pieces, straight from the factory, \$22.
Mattresses of every description, wool, excelsior, hair, fibre, etc., from \$2 up.
Mirrors, all sizes, prices and styles, from 10c. to \$10.
Hanging Lamps, lanterns, crockery, tinware, hardware, etc., at less than Chinaman's prices.
2000 books to choose from.

Orders from the other Islands solicited and promptly filled.

BUY Your Home

Great Bargains in Real Estate

1. Business lot on Fort st.; corner lot; about 3000 square feet.
2. Fine house and lot; 100x100; Waikiki road.
3. One lot, McCully tract; 15x150; King st.
4. Two lots, Kawaiaha st.; 50x100 each; Kewalo.
5. House and 3 lots at Kaulani tract.
6. Four lots, Waikiki addition, near Camp McKinley; 50x100 each.
7. Nine-year lease, with 2 houses; Punchbowl.
8. House and lot, Haniwai st., Kewalo; 55x100.
9. Ten-year lease and 2 houses; Punchbowl; 60x100.
10. Four lots, Kalia, near Kalia st.; 50x100 each.
11. Three lots near Diamond Head; 55x95 each.
12. House and lot, with stables; 53x133; Upper Punchbowl.
13. House and lot, Queen st.; 50x100.
14. Ten-year lease, with 2 cottages and store doing good business; 60x100.
15. One house, Waimea Hui land.
16. Eleven and a half years' lease, with 3 cottages, grapes and other plants; 75x200.
17. Beautiful lot on Fort st., between School and Vineyard sts.
18. Lot 100x110, with 2 new cottages, Wilder ave.
19. Two lots, Waikiki road; 50x100 each.
20. Five lots, Peach road, near the sea; 60x102.
21. Two acres land at Kalia, with 2 houses; beautiful country residence.
22. House and lot, Haniwai st., Kewalo; 50x100.
23. Lot on Fort st. extension.
24. Lot corner Wilder ave. and Makiki; 225x221.
25. Lot 80x278, King st., near McCully tract.
26. Three lots at Kalia; 80x95.
27. Fifteen acres of land just above Kaulani Tract.
28. Fifteen acres of land, more or less, at Kalia, near W. G. Irwin, Esq., country place.
29. Lot 150x110, with 2 houses, at Palama.
30. House and lot, 48x85, Liliha street, below School.
31. Lease with building, School street.
32. Nineteen years' lease and 6 cottages, 5 minutes' from Postoffice.
33. Sixteen and a half years' lease, with cottage.
34. Two homesteads at Kaupo, Maui; one of 3 acres and one of 12 acres.

FOR SALE.